



SUB-COMMITTEE ON SHIP DESIGN AND
EQUIPMENT
54th session
Agenda item 10

DE 54/10/2
20 August 2010
Original: ENGLISH

**DEVELOPMENT OF A NEW FRAMEWORK OF REQUIREMENTS FOR LIFE-SAVING
APPLIANCES**

**Launching devices serving a multiple number of liferafts on board passenger ships
and starting point for the 10 minutes abandonment of cargo ships**

Submitted by the International Association of Classification Societies (IACS)

SUMMARY

Executive summary: IACS requests the Sub-Committee, in its further consideration of this agenda item, to clarify the existing provisions relating to one launching appliance serving multiple liferafts carried on passenger ships and the starting time for the 10 minutes abandonment time with respect to cargo ships

Strategic direction: 5.1

High-level action: 5.1.2

Planned output: 5.1.2.4

Action to be taken: Paragraph 11

Related document: DE 53/26 (paragraph 8.1)

Number of liferafts served by a single launching appliance

Background

1 SOLAS regulation III/21.1.3, as amended by resolution MSC.216(82) (in force from 1 July 2008, paragraph 1.3 was paragraph 1.4 before that date) requires that on board a passenger ship "*all survival craft required to provide for abandonment by the total number of persons on board shall be capable of being launched with their full complement of persons and equipment within a period of 30 minutes from the time the abandon ship signal is given after all persons have been assembled, with lifejackets donned*".

Discussion

2 On board most passenger ships, a combination of lifeboats and liferafts is used for the abandonment of the total number of persons, and it is normal that each launching appliance (davit/crane) for liferafts serves more than one liferaft. It appears to IACS that there are varying practices as to how many liferafts are allowed to be served by the same

launching appliance; the practice appearing to vary from 4 to 6 liferafts per davit/crane. As many as 5 or 6 may be allowed if the crew has demonstrated, by timed evacuation drills, that they are able to launch 6 liferafts with their full complement of persons within 30 minutes.

3 It is the experience of IACS that it is normal practice to require such drills to be conducted, as referred to in paragraph 2 above, before issuing a Passenger Ship Safety Certificate (PSSC) to a newbuilding, upon change of ownership (i.e. new crew and onboard procedures), or when otherwise issuing a PSSC to a ship for the first time. The same applies when a shipowner wants to increase the capacity of a ship by allocating more liferafts to a liferaft launching appliance. However, it is noted that it does not seem to be common to require such a drill to be conducted at surveys for renewal of the PSSC.

4 The number of liferafts that can be safely launched within 30 minutes is not only dependent on the technical arrangement on board the ship, but also requires that the launching crew is properly trained and can efficiently manage the launching of 5 or 6 rafts. In order to maintain this ability, regular training is also necessary. Another relevant issue that needs to be considered are crew changes. Consequently, those crew members who demonstrated this ability to launch the 5 or 6 rafts will not always be on board the ship.

Starting point for the 10 minute abandonment time with respect to cargo ships

Background

5 SOLAS regulation III/31.1.5 of SOLAS requires that on board a cargo ship "*with the exception of the survival craft referred to in regulation 16.1.1, all survival craft required to provide for abandonment by the total number of persons on board shall be capable of being launched with their full complement of persons and equipment within a period of 10 min from the time the abandon ship signal is given*".

Discussion

6 SOLAS regulation III/21.1.3, which is applicable to passenger ships, specifies that the time allowed for abandonment starts from the time the abandon ship signal is given after all persons have been assembled, with lifejackets donned.

IACS' concerns

7 In facilitating the global and consistent implementation of the IMO agreed provisions, IACS is concerned that the arrangements on passenger ships where a multiple number of liferafts are being served by the launching appliance (davit/crane) may not be adequately addressed in the existing SOLAS regulations and it may be appropriate to further develop them to address the points raised above (paragraphs 2 to 4 above).

8 In particular, the Sub-Committee is invited to consider:

- .1 if limits for the number of liferafts served by one launching appliance should be prescribed;
- .2 the need to develop guidelines related to the training to be undertaken by launching team members and the demonstration of such competence in drills (see SOLAS regulation III/19.3.3.1.7); and
- .3 the need to develop requirements or guidelines for renewal surveys of the PSSC (see resolution A.997(25) – annex 1, paragraph 5.2.2.82).

9 On the basis of consistency with SOLAS regulation III/21.1.3, IACS proposes that the following intent of SOLAS regulation III/31.1.5 be understood and agreed:

"With the exception of the survival craft referred to in [regulation 16.1.1](#), all survival craft required to provide for abandonment by the total number of persons on board shall be capable of being launched with their full complement of persons and equipment within a period of 10 min from the time the abandon ship signal is given after all persons have been assembled, with lifejackets donned."

10 It is noted that DE 52 had supported the goal-based approach proposed by Japan as a sound basis for the further work on the item; and had encouraged the continuation of this work on the review of SOLAS chapter III and the LSA Code, based on the development of goals and functional requirements for the regulations for life-saving appliances using the goal-based concept (paragraph 8.1 of document DE 53/26). IACS is of the opinion that the above issues are typical subjects for which the intended goals and functional requirements need to be clarified.

Action requested of the Sub-Committee

11 The Sub-Committee is invited to consider the issues discussed above and decide whether IMO should take any action with respect to:

- .1 liferaft davits/cranes serving more than 3 rafts (taking into account that during the installation test performed as per resolution MSC.81(70), Part 2, paragraph 6.2.6 the time should be recorded for the sequence of preparing, loading and launching three liferafts); and
 - .2 clarification of the starting point for the 10 minutes abandonment limit with respect to cargo ships.
-